

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA

A G E N D A

WEDNESDAY, MAY 22, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

I. APPROVAL OF MINUTES:

{ MEETING OF APRIL 24, 2002

II. PRESENTATIONS:

A. AMERICAN AIRLINES ARENA PEDESTRIAN IMPROVEMENTS - B. Johnson

III. DISCUSSION ITEMS:

A. GRAND AV. UPDATE - D. Henderson

B. LARRY SHAHBOZ TRIBUTE - D. Henderson

V. INFORMATION ITEMS:

A. APRIL PROGRESS REPORT - J. Manzella

B. FLORIDA BICYCLE ASSOCIATION SURVEY - D. Henderson

BPAC AGENDA ITEM I.

APPROVAL OF MINUTES

MEETING OF APRIL 24, 2002

APPROVAL OF AGENDA	-	<p>DH: B. Johnson will not be attending; but, the AA Arena Overpass can still be discussed. Also, he wants to discuss the Trans. Enhancements Program and the Bike Parking Plan.</p> <p>BH: Wants to discuss the 2002 Walk-To-School Day.</p> <p>BB: <i>Motion to approve the Agenda, as amended; seconded by TS; vote: unanimous.</i></p>
APPROVAL OF MINUTES	-	<p>BB: <i>Motion to approve the Minutes of 4/24/2; seconded by TS; vote: unanimous.</i></p>
AMERICAN AIRLINE PEDESTRIAN IMPROVEMENTS	-	<p>JM: <i>The Assistant County Mgr. will present updates at the next BPAC meeting.</i></p> <p>BB: Would like to review the timelines for the project. Inquired about the current zoning, ownership, and expected tax revenues.</p> <p>BH: He is under the impression that Miami-Dade County owns the property, also a variance would be required to develop the site for high-rise apartments.</p> <p>AHA: This property went from a promised soccer field to a bikeway, to high-rises.</p> <p>BH: It may be shops; a wide bike/walkway would attract potential customers.</p> <p>JM: They are bound to develop a baywalk, because of the setback from the water's edge.</p> <p>BH: A variance has been requested there and along the Miami River.</p> <p>BB: Under the impression that this requirement is in the City Charter. Would like to hear Mr. Johnson's presentation before speculating on what is being proposed. During the last Florida legislative session, a bill passed allowing residential units. Would like to take action as soon as possible in order to make BPAC concerns heard.</p> <p>JM: Perhaps Mr. Johnson could provide an summary of progress.</p> <p>DH: If he cannot make the next meeting, <i>he will be asked to do so.</i></p> <p>BB: <i>There are a few things that should be conveyed.</i> Public access must be maintained along the water edge, and walkways along the water and to Bayside should be included. In 1972, the state deeded the land for a park; this should be honored. If any motion is made today, it could be revised after the presentation is made next month.</p> <p>AHA: The Urban Environment League insists that the setback be honored, and that parkland be provided. He sent a personal letter the Miami Herald criticizing Miami politicians for trying to give away waterfront parkland to generate tax revenues.</p> <p>TS: Issues seem unclear. Is hesitant on voting about this topic today.</p> <p>DH: Mr. Johnson seems interested in getting information out and receiving a BPAC position. This is not a project that will be developed soon; although at one time, there was funding for the pedestrian overpass. This area has great potential for bicycle/pedestrian mobility, linking up to existing and proposed facilities.</p> <p>AHA: Inquired if criteria could be developed regarding the potential non-motorized use.</p> <p>BH: Much depends on the type of development.</p> <p>TS: It's difficult to use projections of cyclists' use to justify a project.</p> <p>AHA: Without using projections, cyclists are invisible.</p> <p>TS: That isn't the case with Grand Av.; they can see there are a lot of cyclists. For Baywalk, they can estimate how many people may walk/cycle to the shops, but they can't guess how many will do so for recreation.</p> <p>BH: <i>Requested staff to research these numbers.</i></p> <p>BA: It is disappointing. Baltimore had a waterfront walkway, and now parts have been redeveloped without preserving enough space for the amount of non-motorized traffic.</p> <p>TS: Hopes Mr. Johnson plans to have a serious exchange of ideas at the next meeting.</p>

	<p>NC: <i>The BPAC should take a harder stance, requiring those opposed to justify their position.</i> If there aren't enough people coming downtown, there has to be reasons. <i>Those issues should be addressed, as to what can be done to rectify the situation.</i></p> <p>TS: The BPAC is not a political action committee. Issues are brought before us for input. The group can disagree with a project, but this is only sent to the MPO as advice. Others, such as Public Works provide their own position. It is up to the MPO to make a final decision. Only a loose interpretation of the statutes is being followed; there seems to be a lot of room for maneuvering around the requirements for bicycle accommodations.</p> <p>BB: <i>Would like to ask Mr. Johnson: What is the zoning; Does the City Charter apply to the setback; Who would pay for the development, & who would own it; Would taxes be collected on any potential development; and, What were the terms the State required when turning over the land to the city/county in 1972.</i></p> <p>AHA: Inquired of target-user threshold to a walkway to make it viable (cost effective).</p> <p>BB: There are enough people injured/killed along Port Rd. to justify development.</p> <p>DH: Unaware of any target threshold. On rare occasions, the Public Works Dept. will conduct pedestrian counts.</p> <p>AHA: <i>He will research this issue</i>, because he is sure there are threshold numbers.</p> <p>JM: The State Bicycle/Pedestrian Coordinator may have such.</p> <p>BH: Downtown Miami isn't pedestrian-friendly.</p>
GRAND AV. UPDATE	<p>- DH: The section of Grand Av., between Douglas Rd. and McDonald Av. is planned for lane reduction. There isn't funding earmarked for this project. The raised median will hinder motorists from passing cyclists easily. After reviewing the plans, the BPAC passed a resolution recommending reducing the proposed 10' sidewalks, so that bike lanes/shoulders could be added. Grand Av., west of this project, has wide lanes and can accommodate bike lanes easily. This would provide a dedicated bicycle facility from the M-Path to downtown Coconut Grove. The neighborhood group and UofM are opposed to bike lanes; Commissioner Morales and Mayor Diaz concur with them. At tomorrow's 5 p.m. MPO meeting, <i>the Transportation Improvement Program (the 5-year funding process) will be approved.</i> Commissioner Morales will most likely request funding this project. The Public Works Dept. is asking for policy clarification, since they are supposed to accommodate cyclists as well as the immediate neighborhood request. TS has agreed to speak as the BPAC representative. Even if bike lanes are not provided, it allows the MPO to realize that there is concern for safe roads to bike on. The TPC heard a presentation on this issue, as well as issues relating to sharing narrow roads; yet, voted to defer the item until more information was presented. The median is 12' wide, 11' travel lanes, 8' parking stalls and 10' sidewalk/landscaping.</p> <p>AHA: He has discussed an issue with Public Works staff and managed to have lanes reduced by 2' at Kendall Elementary School in preparation for Walk To School Day. It would be a shame to reduce the sidewalks if the medians or other areas could be reduced.</p> <p>DH: This project has been underway for several years. Until the BPAC was involved, accommodating bicycles was not an issue. The planning group is opposed to changing things at this late stage. There is a fear for disrupting the consensus that has been built. Ultimately, the neighborhood may live to regret the decision; so, it is worth fighting for.</p> <p>AHA: One point that helped his school argument was that stripes can be realigned.</p> <p>DH: This project involves curbs and gutters.</p> <p>JM: Unfortunately, staff may be on your side, but politicians micro-manage.</p> <p>BB: He convinced the city to reduce lanes to 10' for the Miami River Greenway.</p>

		<p>DH: There are several ways to accommodate cyclists better; but, the neighborhood representative wasn't interested.</p> <p>JM: Public Works feels it is narrowing lanes by going to 11', where 12-13' is the norm.</p> <p>DH: Because the lanes are too narrow for an automobile to pass a cyclist, there will be a lot of cars behind them. <i>Tomorrow is a public meeting, so anyone can speak on their own behalf, or you could contact an MPO member.</i></p> <p>NC: The Public Works Dept. sees the need to separate pedestrians from automobiles; yet doesn't recognize the need to provide a separate space for cyclists on roadways. This is contrary to the Florida Statute.</p> <p>DH: Consideration has been given in alternatives. The vocal portion of this community wasn't interested. However, this issue shouldn't just be up to a community vote.</p> <p>NC: Broward County has figured out how to accommodate cyclists throughout the area.</p> <p>DH: That is a different FDOT district. Miami-Dade is beginning to change it's views.</p> <p>BA: Inquired if other areas of the county are being planned with bike lanes.</p> <p>DH: The Rickenbacker Cswy. was redesigned with paved shoulders that were eventually marked as bike lanes. In Kendale Lakes, around 5 miles of bike lanes were introduced. Several projects are planned, such as Krome Av. However, when people are not accustomed to bike lanes, it makes it hard to prove they are effective. Broward County is building momentum from past improvements.</p> <p>NC: Understands ignorance from the public of these facilities; but, developers/traffic engineers should be aware of these installations throughout the state. The most common reason most people don't ride bikes around here is because it isn't safe.</p>
LARRY SHAHBOZ TRIBUTE	-	<p>DH: Mr. Shahboz is moving to Pennsacola. He was a founding member of the BPAC, and has been involved with bicycling issues even before then. The BPAC might want to pass a resolution acknowledging his contribution to cycling in Miami-Dade and thanking him for his many years on the BPAC.</p> <p>BH: <i>Spend some of the BPAC's funds on a plaque, similar to the Safe Kids awards.</i></p> <p>TS: Mr. Shahboz plans to do some extensive traveling in his new RV.</p> <p>JM: Perhaps we can include that we "wish him well in his new adventures".</p> <p>BH: The plaque should mention "his contributions to bicycle safety in South Florida".</p> <p>TS: <i>Motion to purchase a plaque of recognition for Larry Shahboz for his years of dedicated service; seconded by BB; vote - unanimous.</i></p> <p>BB: It would be nice if he could come to the next meeting to receive it personally.</p> <p>BH: If he has already moved up north, perhaps Jeff Hunter could present it to him.</p>
WALK-TO-SCHOOL DAY	-	<p>BH: Last year the BPAC made a motion in support of this event. <i>This year, it will be held on 10/2/2. Motion to modify the same resolution to reflect the new date, so that he can submit it to the MPO Board; seconded by TS; vote - unanimous.</i></p> <p>DH: <i>When it is presented to the MPO, the School Board Member will present it to the School Board. They will notify all the principals, administrators and PTA of the event.</i></p> <p>BH: Through DH's efforts a \$8000 grant was secured to modify conditions/increase safety at an elementary school.</p> <p>JM: Walk-To-School Day is an event when parents and teachers walk students to school. Along the way they make note of deficiencies for improvements.</p> <p>BH: Hopefully, when the PW Dept. reviews these they will modify the Safe-Routes-To-School for better accommodations. Many don't have signage/stripping. Media coverage is requested; but last year, only Mayor Martinez received such. It was a "feel good" piece,</p>

		<p>rather than focusing issues and glaring deficiencies.</p> <p>AHA: For his child, the SRTS slowly approaches the roadway, until it is finally flush with it at the busiest intersection: SW 79 Av. & 100 St. <i>This is a good place for the media to highlight, because there will be a drawing of the proposed improvement.</i></p> <p>BH: Some schools have the speed zone signs after intersections that children cross to get to school. The zone ends before school property does.</p> <p>AHA: <i>Willing to help with this event. Four/five problem areas should be identified.</i></p> <p>BH: There are only 3 (out of 120) elementary schools in the county that have safe drop-off zones. <i>May 28th is the next WTSD (Injury Prevention) meeting. June 13th is the Safe Kids meeting at Miami Childrens Hospital.</i> The Dade County Injury Prevention Coalition addresses 14+ year olds, and the Dade County Safe Kids Coalition addresses 14- year olds. It is the same people on both. Everyone is welcome to attend.</p> <p>DH: The Injury Prevention meetings are held at the South Miami Elks Club.</p>
BICYCLE PARKING PLAN	-	<p>DH: This project began last Winter with the UofSFL. They inventoried bicycle parking facilities at park-n-ride lots and Metrorail stations. Bike counts and surveys took place. Everyone agrees that the accommodations need to be improved. Most accommodations have not changed since they were installed when Metrorail began in the mid 80's. Site specific recommendations are being made. A Transportation Enhancements grant has been submitted to pay for improvements. The 2nd-most reason cited by cyclists on why they don't ride for practical purposes, (such as: work or school) is: the lack of secure parking, (1st was unsafe roads). He expects to double (or more) the amount of people biking to these sites once parking is improved. MDT is enthusiastic about the project, since many cyclists are using trees and poles to lock their bikes. The consultant may be ready by next month to make a presentation. <i>We will take this opportunity to recommend reducing restrictions for Bike&Ride (e.g., hours and permits).</i></p>
TRANSPORT- ATION ENHANCE- MENT PROGRAM	-	<p>DH: There is a relatively small amount of Federal funds available each year dedicated to "transportation enhancements". These include: pedestrian and bicycle improvements, historic preservation, landscaping, water facility improvements, etc. Eleven applications have been received. These include: another phase of the Miami Beach Bikeway Plan; the connection from the M-Path to the S. Dade Trail, (which received \$1 million last year); as well as another phase of the Miami River Greenway Plan, within E. Little Havana, along S. River Dr. between J. Marti Park and SW 12 Av.</p> <p>BH: Inquired if the Village of Pinecrest is involved with the M-Path/S. Dade Trail connection project. They have improved a few intersections in the area.</p> <p>DH: All local governments were notified of the program. <i>These projects will go before the BPAC for review/prioritization.</i> The same is done by the CTAC and TARC.</p> <p>BB: Would prefer the review to be in July, so that it can be the single topic. <i>A part of the criteria should be if the project already has available funding allocated towards it.</i></p>
APRIL PROGRESS	-	<p>DH: The report is included in the Agenda for review.</p>
FBA SURVEY	-	<p>DH: The Florida Bicycle Assoc. asked for this survey to be distributed to all the BPAC members. They are mainly involved with education efforts. They are responsible for the Share the Road automobile license plate. Half of the money (\$15-20) goes to education, the other half goes to the Bike Florida statewide ride.</p>

MISCEL- LANEOUS	-	<p>❖ AHA: A friend of his was injured trying to cross over to Dadeland Mall. This area was recently “improved” for motorists access to the mall. Several crosswalks/signage were removed, because they slowed down traffic. She was hit at SW 77 Av. and Kendall Dr., which put her in the hospital for a couple weeks. She received the ticket. There isn’t any light, crosswalk bar or signage there. Inquired if the Palmetto Expwy. ramp project was reviewed by the BPAC.</p> <p>DH: No.</p> <p>JM: There was a study done for a pedestrian bridge over Kendall Dr. at SW 117 Av.; but, many local residents suggested and the final recommendation was to do nothing.</p> <p>AHA: The banked ramp is designed to allow fast speeds. The actual crosswalk is hidden. The memorial sign (put up after a death) was relocated; he speculates because it was hindering people from crossing. Often people use the narrow portion of that ramp, (further up) to cross. A lot of people cross the ramp to get to the transit station.</p> <p>JM: There was talk about incorporating a circulator bus to service the area.</p> <p>AHA: The signals are never red for every automobile for pedestrians to cross to road. <i>There should be signs to warn them.</i></p> <p>BH: Perhaps this issue should go before the MPO.</p> <p>DH: The UofFL is performing a study to review high-pedestrian crash areas and recommend solutions, such as lighting, pedestrian sensors, etc. Twenty-seven corridors have been identified, including this area. Early findings will be presented in Washington D.C. next week. South Beach has about 1/3 of these corridors. Another way is to contact the Signs & Signals division of Public Works. They will review sites upon request.</p> <p>❖ BB: MDT plans to lease-out the M-Path/Miami River access area for parking. This has historically been locked-off to the public. The Miami River Commission requested it to be opened. MDT promised to review this request, once the parking bids are received.</p> <p>❖ JM: Presentations can run long, inquired if the BPAC wants to have a limit policy.</p> <p>DH: It’s more likely that the questions and answers are the lengthy portion. Often questions arise before the presentation is finished.</p> <p>JM: Perhaps a limit on the entire discussion is in order.</p> <p>TS: Some items require more discussion than others. It wouldn’t be fair to limit them. <i>They should, however, be asked not to make lengthy presentations.</i></p> <p>DH: Discussion length should be a duty of the Chairman.</p>
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{ The meeting was adjourned at 8:45 p.m.